

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no ☒

Property Name: Annapolis and Baltimore Short Line Railroad Inventory Number: AA-2315  
Address: Roscoe Rowe Boulevard City: Annapolis Zip Code: 21401  
County: Anne Arundel USGS Topographic Map: Annapolis  
Owner: State of Maryland Is the property being evaluated a district? yes  
Tax Parcel Number: 11-332 Tax Map Number: 3Z Tax Account ID Number: 90051429  
Project: MD 70 Bridges Agency: SHA  
Site visit by MHT staff: ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Is the property is located within a historic district? ☐ yes ☒ no

*If the property is within a district* District Inventory Number: \_\_\_\_\_  
NR-listed district ☐ yes Eligible district ☐ yes Name of District: \_\_\_\_\_  
Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐ yes

*If the property is not within a district (or the property is a district)* Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:  
MIHP-2315

**Description of Property and Eligibility Determination:** *(Use continuation sheet if necessary and attach map and photo)*

An abandoned rail bed of the Baltimore & Annapolis Short Line Railroad is located on a spur of land jetting out into College Creek. The area is heavily wooded and the terrain slopes down to the creek. Tracks once ran across the creek at this location. Today, the railroad bed is a raised earth mound now covered in dense overgrowth. The majority of the actual track no longer exists. A small portion of rails of the former track is visible. No cross ties can be seen. What appears to be supports for a former trestle used by trains to cross College Creek remain located a few feet into the water near the end of the rail bed.

The site does not appear to meet the eligibility criteria for listing in the NRHP or the Maryland Register of Historic Properties. Though the railroad had a great impact on the development and growth of Annapolis, the specific site discussed no longer reflects a strong association with the railroad's history. Other historic structures associated with the line, which were located across College Creek from the site, are no longer extant. Therefore, there is no association with a significant event or movement in history (Criterion A). It is not associated with persons significant in our past (Criterion B). It does not embody unique or distinctive architectural style or method of construction (Criterion C). According to a recent archeological survey, this resource does not appear to meet eligibility Criterion D as an archaeological site. Archeological evidence of the railroad line consisted of deposits of coal and cinder found in the upper stratum of shovel tests closest to the rail bed, and a baling seal found in a cinder deposit. No subsurface features or other artifacts were recovered.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None  
MHT Comments NOT ENOUGH FABRIC REMAINS TO ILLUSTRATE ASSOCIATION/SIGNIFICANCE

John Janlune  
Reviewer, Office of Preservation Services

Blunk  
Reviewer, NR Program

7/31/03  
Date

8/4/03  
Date

200302761 ✓

NR-ELIGIBILITY REVIEW FORM

Annapolis and Baltimore Short Line Railro

Inventory Number: AA-2315

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Prepared by: K. Janowski, KCI Technologies, Inc. Date Prepared: 6/12/03

## **CAPSULE SUMMARY**

**Baltimore & Annapolis Short Line Railroad (AA-2315)**

**East Side of Rowe Boulevard, directly North of College Creek**

**Annapolis**

**Private**

An abandoned rail bed of the Baltimore & Annapolis Short Line Railroad is located on a spur of land jetting out into College Creek. The area is heavily wooded and the terrain slopes down to the creek. Tracks once ran across the creek at this location. Today, the railroad bed is a raised earth mound now covered in dense overgrowth. The majority of the actual track no longer exists. A small portion of rails of the former track is visible. No cross ties can be seen. What appears to be supports for a former trestle used by trains to cross College Creek remain located a few feet into the water near the end of the rail bed.

The site does not appear to meet the eligibility criteria for listing in the NRHP or the Maryland Register of Historic Properties. Though the railroad had a great impact on the development and growth of Annapolis, the specific site discussed no longer reflects a strong association with the railroad's history. Other historic structures associated with the line, which were located across College Creek from the site, are no longer extant. Therefore, there is no association with a significant event or movement in history (Criterion A). It is not associated with persons significant in our past (Criterion B). It does not embody unique or distinctive architectural style or method of construction (Criterion C). According to a recent archeological survey, this resource does not appear to meet eligibility Criterion D as an archaeological site. Archeological evidence of the railroad line consisted of deposits of coal and cinder found in the upper stratum of shovel tests closest to the rail bed, and a baling seal found in a cinder deposit. No subsurface features or other artifacts were recovered.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. AA-2315

### 1. Name of Property (indicate preferred name)

historic **Baltimore & Annapolis Short Line Railroad**  
other Annapolis & Baltimore Short Line; Annapolis Short Line; Washington, Baltimore & Annapolis Railroad

### 2. Location

street and number East side of Rowe Boulevard (MD 70), directly north of College Creek    not for publication  
city, town Annapolis X vicinity  
county Anne Arundel

### 3. Owner of Property (give names and mailing addresses of all owners)

name State of Maryland  
street and number Roscoe Rowe Boulevard telephone  
city, town Annapolis state MD zip code 21401

### 4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio  
city, town Annapolis tax map 3Z tax parcel 11-332 tax ID number 90051429

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

**Number of Contributing Resources  
previously listed in the Inventory**

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## 7. Description

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Inventory No. AA-2315

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

This resource is located on a spur of land jetting out into College Creek. The area is heavily wooded and the terrain slopes down to the creek. Tracks of the Baltimore & Annapolis Short Line Railroad once ran across the creek at this location. Today, the railroad bed is a raised earth mound now covered in dense overgrowth. The majority of the actual track no longer exists. A small portion of rails of the former track is visible. No cross ties can be seen. What appears to be supports for a former trestle used by trains to cross College Creek remain located a few feet into the water near the end of the rail bed.

## 8. Significance

Inventory No. AA-2315

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1887-1950

**Architect/Builder** Unknown

**Construction dates** ca. 1887

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

This resource does not appear to meet the eligibility criteria for listing in the NRHP or the Maryland Register of Historic Properties. Though the railroad had a great impact on the development and growth of Annapolis, the specific site discussed no longer reflects a strong association with the railroad's history. Other historic structures associated with the line, which were located across College Creek from the site, are no longer extant. Therefore, there is no association with a significant event or movement in history (Criterion A). It is not associated with persons significant in our past (Criterion B). It does not embody unique or distinctive architectural style or method of construction (Criterion C). The abandoned railroad bed was researched and documented as part of the archeological survey for this project. According to the archeological survey, this resource does not appear to meet eligibility Criterion D as an archaeological site. Archaeological evidence of the railroad line consisted of deposits of coal and cinder found in the upper stratum of shovel tests closest to the rail bed, and a baling seal found in a cinder deposit. No subsurface features or other artifacts were recovered.<sup>1</sup>

A circa 1890 photograph from the collection of Marion and Mary Elizabeth Warren provides a view of College Creek taken from the State House facing north. The photograph shows a covered railroad trestle crossing the creek to the eastern side of where Rowe Boulevard now crosses the creek. On the south side of the creek, the tracks terminated in the vicinity of a small depot at the end of Bladen Street. The area in the immediate vicinity of the depot included a hotel, as well as several residences ranging from grand mansard-roofed homes to simple frame houses. The railroad depot at Bladen Street stimulated the area economically and encouraged the construction of whole blocks of tenement houses. This area was the first to develop along different historical and economic lines from the old harbor area of Annapolis. North of the creek, the photograph shows that the West Annapolis area was still primarily farmland and forest. There were no structures immediately bordering the north side of the creek and the peninsula through which the tracks ran appeared to be heavily wooded.<sup>2</sup>

The railroad spurred development in West Annapolis and in the Weems Creek vicinity. The first railroad line to come to Annapolis was the Annapolis and Elk Ridge Rail Road Company. Constructed between 1838 and 1840, the line entered town from the west and the line's station was located at the corner of West and Calvert Streets. In 1887, rail transportation came to the Broadneck peninsula with the construction of the Annapolis & Baltimore Short Line Railroad. From its station on Bladen Street, the railroad crossed College Creek into what is now West Annapolis. The line ran to Cliffords Junction where it connected with the larger regional line, the Baltimore & Ohio. In 1894, the line was reorganized and renamed the Baltimore & Annapolis Short Line. Five years later, it became simply the Annapolis Short Line. In 1906, the company merged with Maryland Electric Railways. The new company

<sup>1</sup> Nora Sheehan, et. al, *Phase I Terrestrial Study and Phase I Underwater Study of MD 70 Over College Creek and Weems Creek, Anne Arundel County, Maryland*. Maryland State Highway Administration, draft, July 2003.

<sup>2</sup> Marion E. Warren and Mary Elizabeth Warren, "The Train's Done Been and Gone," *An Annapolis Portrait, 1859-1910*, (Boston: David R. Godine, 1976), p.70.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. AA-2315

Name  
**Continuation Sheet**

Number 8 Page 1

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electrified the line by 1908. In 1921, it became the Washington, Baltimore, & Annapolis Railroad. Electrification led to greatly improved and more frequent service, spurring development of new communities along the route.<sup>3</sup>

Arrival of the railroad marked the beginning of Annapolis as a commuter satellite of Baltimore and Washington, although commuters did not make up a significant part of the Annapolis population until after World War II. New communities, such as West Annapolis, were suburban in nature. During the 1920s, as the popularity of automobiles rose, many commuters deserted the railroad and began driving their automobiles back and forth to work and shop in Baltimore and Annapolis. With the advent of the Great Depression, railroad business floundered. Around this time, the Maryland General Assembly ended special tax exemptions for the railroad. In 1931, the line went into receivership. In 1935, the line was sold at public auction with most of the physical property sold to scrap dealers. In the 1940s, the B & O took over the line, keeping the name Baltimore & Annapolis Railroad Company. During and immediately following WWII, the line enjoyed resurgence in popularity, with heavy use by midshipmen from the Naval Academy and gasoline rations curbing automobile use. As America headed towards mid-century, the interstate highway system boomed and passenger railroad use went into sharp decline. In 1950, service was forever discontinued on the Baltimore & Annapolis line. At its peak during World War II, the line had carried 1,750,00 passengers a year. It ran from six in the morning to eleven at night, with trains every half hour at rush hour and one every hour at midday.<sup>4</sup> In the 1970s, construction of state offices and parking facilities replaced the lively mixed-use area surrounding the 1887 depot.

Research indicates that there were no significant elements associated with the rail line on the north side of College Creek. Known historic structures once associated with the railroad are no longer extant. Such structures were all located south of College Creek. These would have included the Bladen Street passenger depot, which included a long covered passenger platform, a large freight shed, and five yard tracks that led into three bays of a concrete shop building. All lines converged into a single track crossing a wooden trestle over the creek.<sup>5</sup>

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<sup>3</sup> Nelson J. Molter, *An Illustrated History of Severna Park, Anne Arundel County, Maryland. The Annapolis Short Line & W.B.&A Railroads with a brief mention of the Surrounding Communities*, (Annapolis: Whitmore Printing & Stationary Co., 1969), p.32-34.

<sup>4</sup> *Ibid.*, p.39.

<sup>5</sup> John E. Merriken, *Every Hour on the House. A Chronicle of the Washington Baltimore & Annapolis Electric Railroad*, (Dallas: Taylor Publishing Company, 1993), p.140.



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## 9. Major Bibliographical References

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Inventory No. AA-2315

Merriken, John E. Every Hour on the Hour, A Chronicle of the Washington Baltimore & Annapolis Electric Railroad. Dallas: Taylor Publishing Company, 1993.

Molter, Nelson J. An Illustrated History of Severna Park, Anne Arundel County, the Annapolis Short Line and W.B.&A Railroads with a Brief Mention of the Surrounding Communities. Annapolis: Whitmore Printing & Stationary Co., 1969.

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## 10. Geographical Data

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Acreage of surveyed property 5.53  
Acreage of historical setting Unknown  
Quadrangle name Annapolis

Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

This resource is located on the tax parcel 3Z-11-332. It is bordered on three sides by College Creek. The northern portion of the portion is bordered by the Maryland Historical Trust's parking lot.

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## 11. Form Prepared by

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name/title	Kristen Janowski and Melissa Hess, Architectural Historians		
organization	KCI Technologies, Inc.	date	June 2003
street & number	5001 Louise Drive, Suite 201	telephone	717.691.1340
city or town	Mechanicsburg	state	PA

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



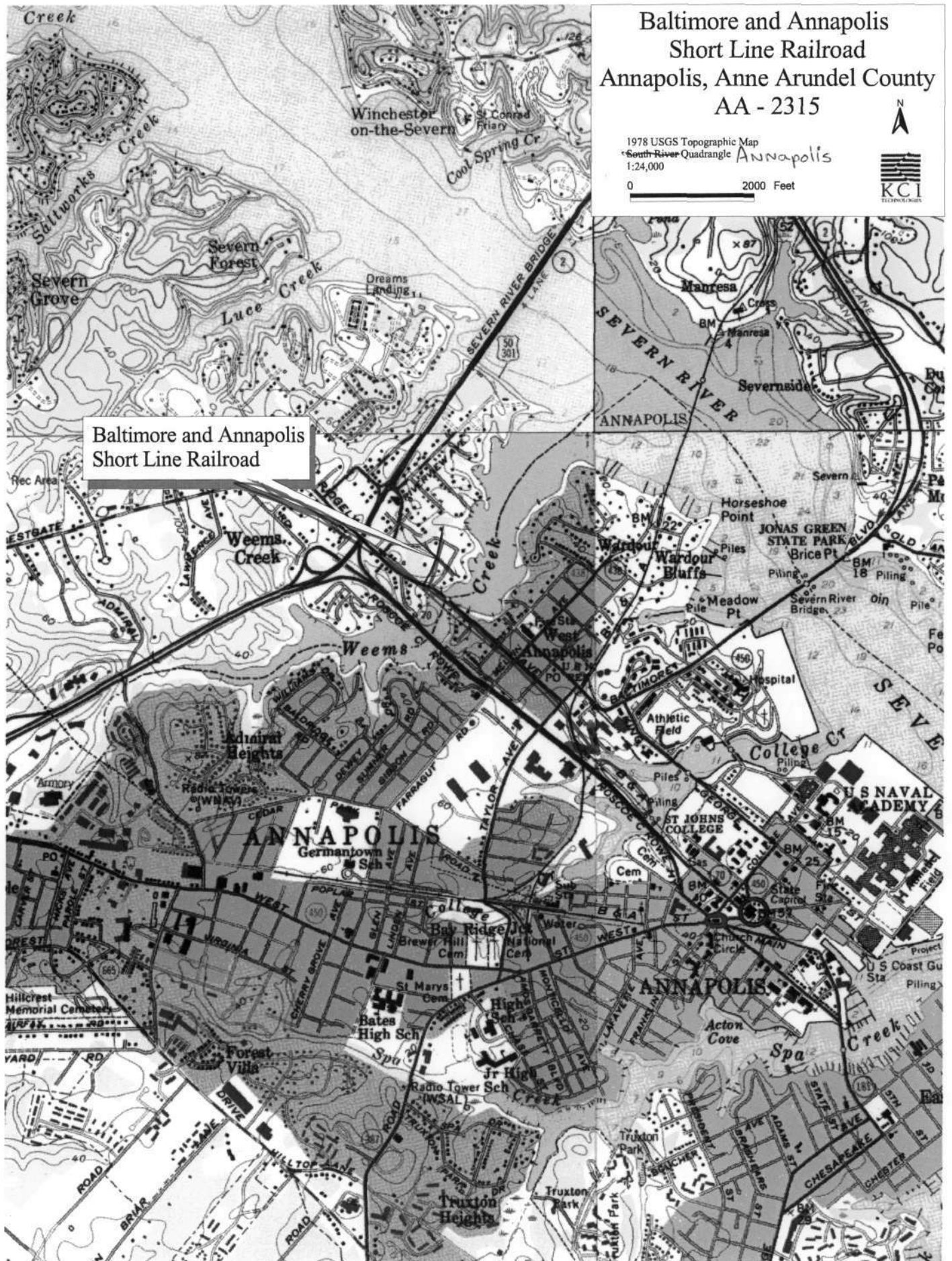
Baltimore and Annapolis  
Short Line Railroad  
Annapolis, Anne Arundel County  
AA - 2315

1978 USGS Topographic Map  
South River Quadrangle  
1:24,000

0 2000 Feet



Baltimore and Annapolis  
Short Line Railroad





AA-2315

Annapolis Baltimore Short Line Railroad

Anne Arundel Co., MD

Janet Emery

June 2003

MD SHPO

Railroad tracks

1 of 2



AA-2315

Annapolis Baltimore Short Line Railroad  
Anne Arundel Co., MD

Janet Emery  
June 2003

MD SHPO

Outcrop of land where tracks lay  
taken from MD-70, facing northwest  
2 of 2